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Yankee WINGS

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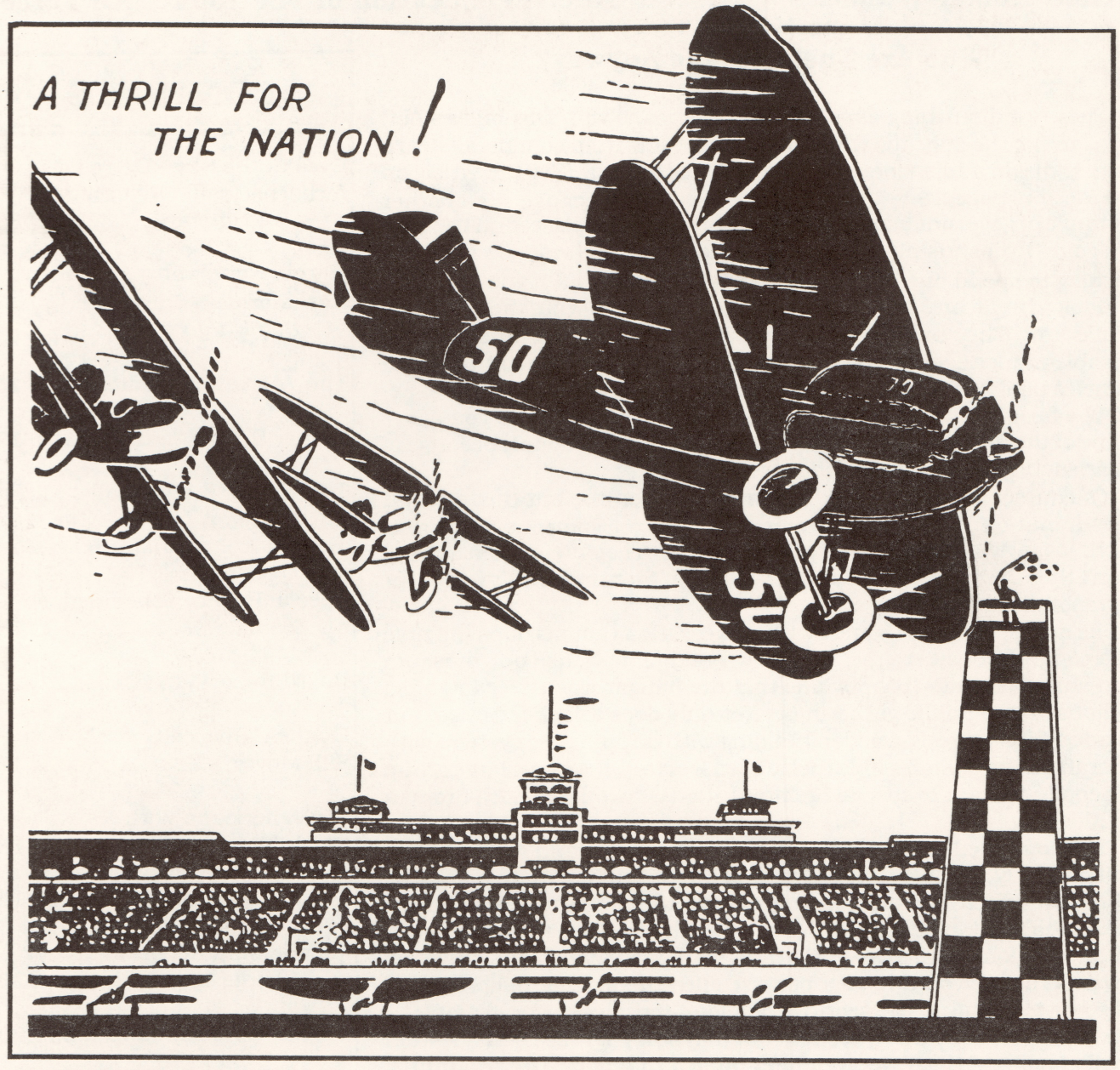


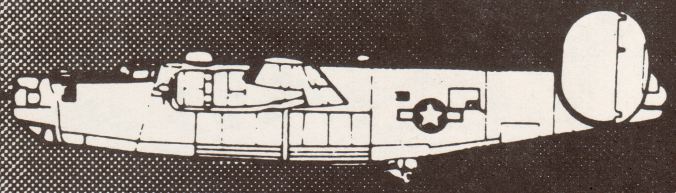
YANKEE AIR FORCE

In this issue...

- **Detroit Traffic Copter Team**
- **Harold Neumann & 1935 Cleveland Air Races**
- **F-8 Crusader**

...and more!

Yankee Wings



Inside Yankee Wings... **Official Publication of The Yankee Air Force©**

"Who Are These People Anyway?"

There's a disturbing aspect of the Americans with Disabilities Act, and I'm not the only one who senses it, judging from comments heard from some directors when it was explained to them. (See the article on the Act on page 18.) Probably I'm disturbed because it's another example of government intrusion into private enterprise, and because it's going to cost us plenty. Who are these people, I wondered, telling us how to spend our hard-earned money?

I took a break and opened the mail, and I learned who "these people" *really* are. They are Chad Colley, past National Commander of the Disabled American Veterans, who lost an arm and both legs to a land mine; a pilot gone deaf as a result of a high-speed ejection; and an ex-POW whose body was broken, but not his spirit. So there you are – some of the disabled are the very ones we profess to honor, because of their sacrifices to guard freedom.

Of course, a lot of the disabled are not veterans, but the fact that they found our museums says much. They, or someone they came with, loves aviation enough to seek us out. *They are our customers!* Don't they deserve the break which will help them more fully enjoy our common interest?

The article on page 18 ends with a suggestion that perhaps the time has come to consider erecting a new building to house our museum and static aircraft. It is obvious that the hangar was never intended to house large public gatherings. Not only does it lack facilities, but to mix a fifty-year-old wooden building with no sprinkler system, with aircraft having inflammable fuel, doped fabrics, etc., and a large group of people ignorant of special fire precautions – would make a fireman shudder.

The combined costs of compliance with the Act and repairing the roof correctly suggest that erection of a new building may indeed be more cost-effective. There are, of course, other important benefits we would realize, including an improved ability to draw in visitors, and better relations with Wayne County, who is our landlord. It seems obvious that it would have a positive effect upon their deliberations whether to grant us the security of a long-term lease, for example.

I've answered the title question, but maybe it isn't the right question at all. I suggest theat **we members open a dialog on the feasibility of raising a new building**, because the larger question should be, "Is the YAF up to this new challange?"

~ Jim Hanford

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Cover art from a mid-thirties air racing program emphasizes our feature article on Harold Neumann and the 1935 National Air Races.

Aircraft line art in this issue courtesy of Squadron Signal Mail Order, unless otherwise noted.

EYES IN THE SKY

Detroit's Airborne Traffic Reporters

by Jim Hanford

"How does he do it?" I've often wondered when J.P. McCarthy interrupts my breakfast with, "...and now let's go to Captain Dennis in the WJR Jet Copter..." Actually the WJR Jet Copter carries a normal crew of three – Dennis Neubacher as pilot and reporter for WJR and Channel 7, and Tracy Williams and Bill Szumanski, who provide coverage for other local radio stations. On April 15 I accompanied them for the morning drive time, and saw exactly "how they do it." When he agreed to my request and we had set a date and meeting place, Neubacher added, "We take off promptly at 6:05 AM, so be there by 5:45, or we'll have to leave without you."

"And now we go to Dennis Neubacher in Traffic Central 760." - J. P. McCarthy

I arrived at 5:15, and discovered not much goes on that early at City Airport. The thought that I could have slept another 30 minutes, however, was overshadowed by the anticipation of a once-in-a-lifetime opportunity. I did drive around a bit to ensure I hadn't misunderstood his instructions, then waited. A few minutes later a car arrived, and I met Dennis Neubacher. Standing six feet tall, with a thin moustache and a shock of red hair, he was very easy to meet. His animated speaking style, during which he often fails to end one sentence before starting another, is not how he sounds on the air.

We entered the hangar and, before I'd started the tape recorder, the interview began as he preflighted the blue and white Bell Jet Ranger. "The statistics show that this is the safest single-engine aircraft in the world," he assured me. "They combine all statistics from aircraft – and those that have only one engine – this is the safest."

Powered by an Allison C-20B turbine engine developing 350-400 shaft horsepower, the Model 206B can carry a useful payload in excess of 1,500 pounds. With a fuel capacity of 100 gallons, and an average consumption of 25-30 gallons-per-hour, it has a flight duration of over three hours with a small reserve. Neubacher usually flies at 110-120 mph, and between 500-1000 feet above ground level for traffic reporting.

"You can see quite a bit from that altitude," he said. "You can actually read the freeway signs."

Registered as N520, the four-place helicopter has no wheels, just a pair of skids. As take-off time approached, an airport employee connected a tug to the six-foot-square, wheeled platform on which it rested, and towed the machine onto the tarmac. Dennis explained emergency procedures and how to use the intercom, then directed me to the right rear seat and handed me a headset and boom mike. Soon I met the two left-seaters – Tracy in front, and Bill, who sat next to me. As Bill plugged into his tranceiver and intercom jacks, I noticed he carried his commercials on a clipboard.

Neubacher has worked for WJR directly and indirectly for nine years. A 1971 graduate of Dearborn High School, he earned an Associates Degree from Henry Ford Community College, then attended Western Michigan, graduating in 1977 with a degree in speech. He's worked a variety of jobs around the Detroit area: substitute teacher, ticket agent for British Airways, and ramp crew for Butler Aviation and Page Airways at Detroit Metropolitan Airport.

Joel Alexander was the flying traffic reporter when Dennis joined WJR as a newscaster, and the two had several brief conversations about flying. When Joel was given his own show in the afternoon, he was asked if he knew anyone qualified to assume the traffic duties. Remembering their conversations he replied, "Yeah, ask Dennis." Today Neubacher flies the only traffic helicopter in the Detroit area. It's been over a year since Metro Copters' Pat Monks flew the "AAA Safety Copter."

Neubacher actually works for Helicopters Incorporated, a St. Louis-based company which provides helicopter services in 18 metropolitan areas. Although traffic reporting is a major part of their business, they also handle other requests, such as providing a platform for aerial photographers, etc.

Tracy and Bill work for Metro Traffic Control, Incorporated. With headquarters in Houston, it provides traffic reporting services in over 30 metropolitan areas. Their Detroit operation is housed in a Troy office building where information is gathered from cellular phone, emergency scanners, and contact with police departments and highway agencies. This information is collated with reports from the helicopter, and broadcast on the affiliate radio stations. The seven employees in Troy and the two in the helo provide on-air commentaries to 18 stations in the Detroi-Ann Arbor area.

Promptly at 6:05 the engine whined and the two-bladed rotor turned. After a few seconds at take-off power, we rose about five feet as Dennis checked the hover. Then we climbed about ten more feet, tilted forward, and moved quickly along the ramp to the end of the hangar before ascending to flight altitude. It was still dark, and the Detroit streets appeared to be lined with carnival lights.

Neubacher checks the weather before leaving his Dearborn home, and arrives about 5:30 at his office in the Northeast end of the hangar. It is about eight feet square, and contains a desk, a microphone to feed to his stations, and a facsimile machine. There he will get a weather update from the tower if conditions are marginal. He also checks the FAX from Metro Traffic Control for any adverse conditions affecting traffic, and makes two on-air reports before leaving for the helicopter.

Once airborne, if an accident has already occurred, he heads for the location to get an update. Otherwise he'll head out I-94 or up I-75 to get a "feel" for how traffic volumes are building in the "ditches." This morning was really slow. I watched Bill record on his board a report of a stalled vehicle on the I-94 service drive at Michigan. Soon we were orbiting the scene and I heard Dennis report its location in the far right lane.

Next we headed north along Southfield Road. For nearly an hour we criss-crossed the metropolitan area, looking for action. Twice the team reported potential hazards – a truck stalled on an exit ramp, and a slowly-moving vehicle with its four-way flashers on, yet there was plenty of time to look at the world below and get acquainted.

The crew in the traffic copter functions as a closely-knit team. Having the keenest eyesight and the left front seat allows Tracy to spot aircraft and other hazards to flight. Dennis looks for flashing lights on the roads ahead, reasoning that any such warning is likely to cause a traffic slowdown. He cited a study that claimed even a car on the shoulder of the road could

Voices in the Air

The normal crew of Detroit's only traffic copter includes (left to right) Bill Szumanski, Tracy Williams, and Dennis Neubacher. Because of contractural clauses, however, they often use different names for different stations, as shown below:

Bill Szumanski	WWJ
"Steve Travis"	WLLZ, WWWW, WLTI, WXYT, WXCI, WJOI, WQRS, WOMC
"Sky King"	WKQI
Tracy Gary	WWJ
Dennis Neubacher	WJR, Channel 7

slow traffic by 25%. Bill was born and raised in Detroit, and is "an encyclopedia of all the streets." He is frequently the source of those suggested alternate routes around traffic jams. Tracy noted that, "We play off against each other very well." Later she reminded the others that she'd won their bet on the Tigers' game the night before.

Activities for slow periods might include checking out peoples' homes. Aretha Franklin's house, for example, has a heart-shaped swimming pool. They also see wildlife, the changing seasons, and numerous lakes, which are hardly noticeable from the ground. Dennis thinks that it's neat to see football games under the lights, and horses practicing in the morning at Ladbroke. As we approached the Silverdome he said, "It looks like we could jump on that and just bounce right off."

Finally we got a real traffic tie-up. A dark-colored coupe hit the divider on east-bound I-96 at Lahser. When we first arrived, emergency vehicles were on the scene, and traffic was already backed up nearly a mile. When we checked back in a half-hour, the inside lane was still blocked, backing up traffic some three miles. Reports from all three reporters described the length of the back-up, which lanes were open, and suggested alternate routes around it.

"The role of the helicopter [in traffic reporting] has changed," Dennis said. "Early on, without cellular phones, we were finding things before they were reported to the police, but people had to get off the freeway and get to a pay phone, or get to work and call. Cellular phones have added a whole new dimension to the traffic reporting business... what we're doing more now with the helicopter is the addition of color commentary – the back-ups, when it clears, specific lanes. A lot of times we'll get a lane or a freeway where, really it isn't on that freeway. Maybe instead of I-96 and Middlebelt, it may end up being on I-696 and Middlebelt Road."

Dennis has also covered traffic from a fixed-wing aircraft. He continued, "It's a completely different ball-game from an airplane. It's actually easier to fly... I found it's a more stable platform, and I could relax and not have to concentrate on the flying... In an airplane we're up generally another 500-1,000 feet, and it really changes the picture. Back-ups which look pretty long from close up look slow from a higher altitude."

What impressed me the most was Neubacher's ability to simultaneously handle as many tasks as he does. It takes literally both hands and both feet to fly a helicopter. He also navigates and monitors several radio channels (airport towers, Unicomm, Metro Traffic Control, WJR, Channel 7, and the intercom). Then on cue he delivers on-air reports in a mellow voice which sounds as if he's still in the studio. Szumanski was quick to agree on this; "We can say something on the intercom... while the tower is talking to him, and he answers both."

Neubacher works for two masters in the morning, WJR and ABC's Good Morning America on Channel 7. Five times when the network breaks for local news, he covers the local traffic. By a prior agreement, his sign-off is, "For Channel 7 Action News, this is Dennis Neubacher, WJR's Jet Copter 760." He chuckled as he noted that recently Channel 7's

A Ship of Many Names

The Bell Model 206B is marketed as the Jet Ranger, but it has several other names, depending upon which of the following stations has your ear:

"Jet Copter 760"	WJR, Channel 7
"Chopper 95"	WWJ, WKQI
"Jet Copter"	WLLZ
"Chopper 1270"	WXYT
"Jet Ranger #1	WWWW

morning newscasts were sponsored by a rival radio station.

When reporting on WJR, his morning reports tend to be longer, because he doesn't know exactly when J.P. is coming to him. There are also fewer reports, so he tries to cover all the vital information each time. He said that on occasion he has talked in excess of two minutes, however the average is closer to 45 seconds. Afternoon reports are shorter, approximately 30 seconds, because the show is more tightly structured, and he reports more often.

It can, however, be fatiguing. Bad weather increases their work considerably. Not only is the task of flying more difficult, but that of communicating as well, because radio interference forces some transmissions to be repeated. Understandably there are also more traffic delays. Then the leisurely pace I observed on April 15 can quickly vanish. Neubacher recalled some days last January "...when we had those snow storms and traffic jams... we had hundreds of accidents in that whole week, and by the time Friday came, I think we were all pretty burned out... When I first started this job... Saturday I'd bounce off the walls."

To relieve the stress, Joel Alexander remains checked out as a back-up, and flies about once a week, and when Dennis is scheduled to be off. These are opportunities for Joel to keep current, and each frequently learns something from the other. There are actually four pilots qualified in the chopper, with Dennis and Joel the two high-timers.

Bill contrasted their styles; "Dennis is the consummate by-the-book pilot. Everything is done in a proper manner...Joel is a seat-of-the-pants flyer. I think Joel would make a great fighter pilot...he comes off the pad, and it's just like something he does in his sleep – not that he's careless, by any means...He does the turns in a more sweeping manner, and it seems like the stick is part of 'im."

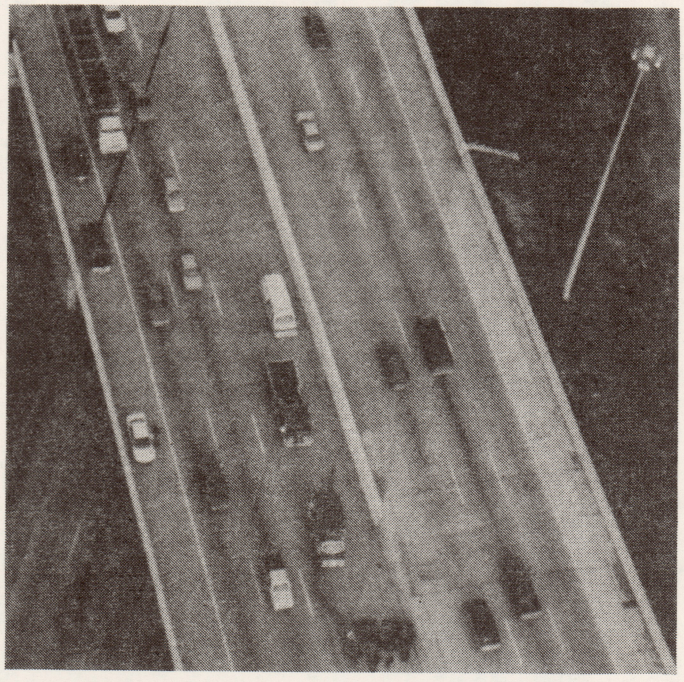
Occasionally even the jet copter is grounded, although Neubacher estimates they make 90-95% of their scheduled flights. The main reasons for not flying are weather and maintenance requirements. Fog is the primary weather hazard, although it occurs less often at City Airport than when they operated out of Pontiac Airport, which is surrounded by lakes.

Is there a memorable incident, such as assisting the police in a car chase? Only one, he replied, starting aroung I-94 and the Metro Parkway, and ending in Troy. They occasionally hear of chases, but often they're occupied, or too far away to be of help. He noted that Pat Monks was involved in numerous chases, and has the citations to back it up. Undoubtedly Monks got a lot of help from his on-board scanner, whereas the Jet Copter crew gets along nicely without it.

The other incident he recalled was the crash. In 1983 he had been on the job a mere six months, and was practicing emergency procedures when the engine really failed. He did not perform the auto-rotation maneuver correctly, however, and the machine hit the ground hard. Both he and a friend he'd taken along suffered broken backs and were off work for about eight months.

Finally, I wondered, since Dennis has had no military service, why is he called "Captain?" J.P. instigated that, he noted. "I think it picked up on where Pat Monks. [When] he was flying he was called 'Captain,' and 'Captain John Sherwin,' and I think J.P. said, 'Hey, we have a captain, too." He assured me that it had nothing to do with the radio station.

To which Bill added, "*General* McCarthy has spoken!" ✪



"We have a spin-out accident blocking the inside lane of eastbound I-696 at Lahser. Emergency vehicles are on the scene."

Harold Neumann
Air Racer, Barnstormer – Survivor!

by Jim Hanford

The domination of the 1935 Cleveland Air Races by Howard-designed aircraft prompted one observer to call them "The Benny Howard National Air Races." Howard himself began the sweep by winning the Bendix Transcontinental Race from Los Angeles to Cleveland, beating the great Roscoe Turner by a mere 32 seconds. Howard's aircraft went on to capture the Greve and Thompson Trophies for closed course pylon races, but he had a lot of help in the person of Harold Neumann. Neumann's early flying days provide some insight into how folks react when they get "the right stuff."

Neumann was born on a farm in Western Illinois. His love affair with flying began on a summer day in 1926. The nearest town was Geneseo, with a population of less than 3,500, and a new airport consisting of a grass strip and a few T-hangars. It was used by National Air Transport mail planes as well as a few tenants. On that day there were several pilots giving rides. It was during his ride that the flying bug bit Neumann. He knew that he wanted to be a pilot.

The following Sunday he returned for his first flying lesson. The five dollars in his pocket was good for ten minutes. Although he continued to take lessons, his progress was just too slow. It may have been true that the instructor was deliberately holding him back, or he may have been impatient, but even a new instructor seemed not to make a difference. He finally concluded that the only way he could continue was to buy his own airplane.

He learned that his instructor's Curtiss Jenny was for sale for $600, and the owner would throw in the necessary instruction to teach Neumann how to fly. Soon after he bought the plane, Neumann built a T-hangar on his farm for $300. Whenever he had time, he went to the airport to practice, but soon the instructor left town. Neumann discovered he had an airplane he couldn't fly, no instructor, a $300 hangar he couldn't use, and he was paying $20 a month to rent a hangar at the airport.

What more could go wrong? While taxiing toward the hangars he aborted a turn too late, clipping the gas pump with a wing. As he was inspecting the damage, a tall, gangling fellow approached, and offered to repair it. Thus began a long-time friendship with fellow racer Paul Bloom. In a few weeks the wing was fixed, and he was taxiing again. Surely his frustration got the best of him when he stopped at the end of the runway, heading into the wind. He mentally rehearsed the steps in a good take-off. Before he had thought it out, he opened the throttle, eased up on the stick, and the plane lifted off.

The instant he got airborn, he

was petrified by the realization that he'd planned everything except how to get down. After doing a flat turn around the field, however, both pilot and plane landed in one piece.

His first successful solo flight just may have taught him the wrong lesson. At work the next day he convinced himself to bring his plane home the following Sunday. Then he thought, "Why wait for Sunday?" He'd just flown the day before, and everything was still fresh in his mind. He would make it before dark!

It was nearly sundown when he arrived at the airport. He quickly pre-flighted the Jenny and made a graceful take-off. After that things went so well that he began to relax. He failed to consider the effect of an empty rear cockpit, however, and gained far too much altitude. When he finally found their farm, descended, and lined up his approach, the sun was down and darkness was falling. At the last instant he sensed he was too high and would have to make another attempt. In what he called the greatest decision of his life, he chose to land rather than return to the airport. The second attempt was good, and he was home at last.

Over the next three years he discovered how tough it could be to make a living in aviation. He managed to pick up a transport pilot's license, but lacked the experience necessary to break in with the airlines. He farmed during the week, and gave airplane rides on Sundays, trying to make enough money to buy gas and keep flying. He also flew in races and aerobatic competitions, and did skywriting.

After finishing one skywriting job above Davenport, IA, Neumann decided he had enough fuel and smoke left to inscribe "HELLO" in the sky over Geneseo, some 25 miles to the east. After completing the first four letters, he hesitated in order to check his smoke supply. A woman was startled when she saw the incomplete greeting. Thinking the world was coming to an end, she demanded her money back on a new pair of shoes she'd just purchased, saying she wouldn't need them after all.

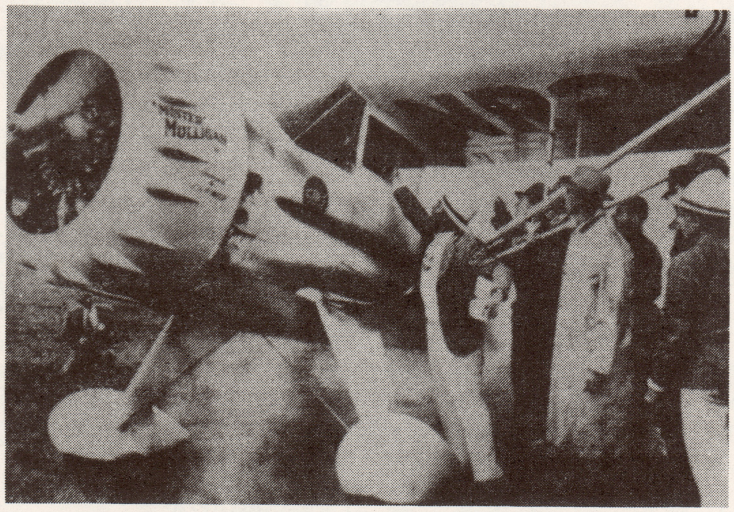
Benny Howard

He finally sold the Jenny for a profit, and purchased a Travel Air. In 1930 he concluded that the best money could be made in racing and air shows. By the summer of 1932 he was participating in meets all around the country and winning enough to save a little over his expenses. By now he had sold the Travel Air to purchase a faster Monocoupe. At that year's Cleveland races he loaned it to Paul Bloom to enter a sportsmen's event. Paul had frequently flown the old Travel Air, and had always been very careful. This time he collided with another ship, and both went down.

It was December before Neumann finished rebuilding the Monocoupe, but again an accident produced opportunities. When the rebuild reached an impasse, Neumann sought assistance from another designer-builder, Clayton Folkerts. As the two worked together, they discussed how to increase the speed of the *Folkerts' Special*. Folkerts had built it in 1929, but no longer flew it because it was too slow. When it became apparent that he could make it faster, Neumann offered to fly it in races.

When the monocoupe crashed, airline pilot, designer, and racer Benny Howard was in Cleveland with his fast racers, *Ike* and *Mike*. Neumann had previously approached him, once to inquire about flying for the airlines, and later to fly one of his racers. Early in 1933 Howard offered him the opportunity to ferry the ships to various events. Things were definitely looking up.

Before long Neumann was performing in both of Howard's racers. His recollection of a show at Peoria gives a good insight into airshow announcers some sixty



An exhaust-stained *Mr. Mulligan* carried Benny Howard and Gordon Israel to a 32-second victory over Roscoe Turner in the 1935 Bendix Race. (Gulf Oil Corp.)

years ago.

"It was here that I really became acquainted with Jack Story, the regular announcer at the Cleveland Air Races, and elsewhere around the country. He had a *marvelous* voice and, believe me, he knew perfectly well how to thrill a crowd. Jack had seen me do my whole stunt package so many times that he knew it by heart.

"I had a certain order in which I did all my maneuvers. Just when he knew I was in position for a loop, he would yell, 'NOW, HAROLD, LOOP HER!' Of course I couldn't hear a word he said, but it looked to the *crowd* as if I did. One part of my act was to come in over the field close to the grandstand and do six slow rolls near the ground. As I crossed the field he began to count 1-2-3-4-5-6. Just as I completed my sixth roll and was ready to level off, he would say, 'Okay, that's enough.'

"After I had leveled off and my act was apparently over, I would always do one more roll. Just when he knew I was ready to do that, he would say, 'Now, Harold, just to show the people that you really hear what I'm saying, make another one!'"

No one in Neumann's profession could escape the specter of death. Later that summer he flew the *Folkerts' Special* to victory in a race at New Orleans. In the second race he jumped to the lead in Howard's *Mike*, when the engine quit. He tried to get back to the field for a dead stick landing, but came up short. The plane's wheels struck soft ground, and it flipped over, jamming Neumann's head into the mud. Although he walked away, he had landed very near the spot where another pilot had crashed and died the previous evening. Before the meet ended, a parachutist's parachute snagged the wing of his drop aircraft, resulting in the deaths of himself and the pilot.

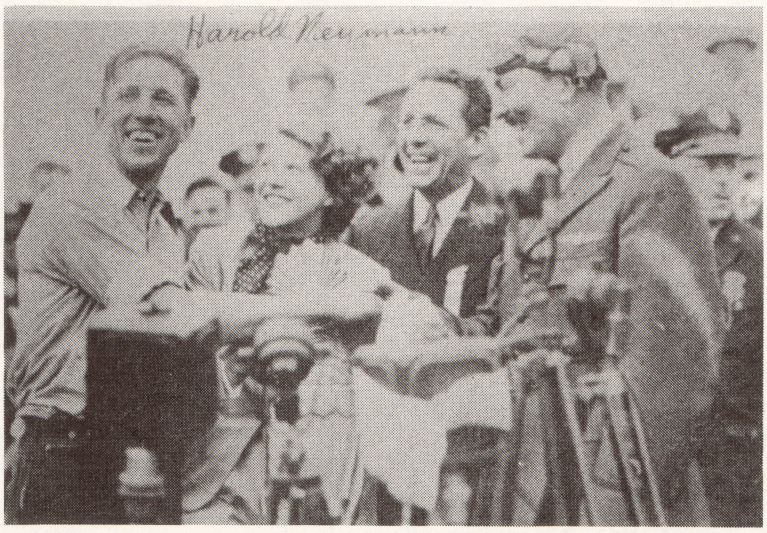
Benny Howard completed his dream of a racing cabin monoplane, christened *Mr. Mulligan*, just prior to the 1934 Bendix Race. He had planned to fly it himself in both the Bendix and Thompson Trophy races, but couldn't get permission from his employer, the president of United Air Lines. Thus Howard asked Neumann to take it, with a laid-off United pilot, George Cassidy, as co-pilot.

During the ferry flight to Los Angeles, however, they encountered heavy weather over the Rockies. They were still in the clouds at the recommended altitude of 17,000 feet, which they considered too risky. Although they had no oxygen on board, and hyponoxia was affecting both of them, they could not descend for fear of hitting a mountain. Then Cassidy passed out, and the engine began to sputter.

Realizing that they were in a battle for their lives, Neumann suddenly spotted a railroad, and decided to follow it to an airfield. He finally found a graded runway, which had a stiff cross-wind, on the Nevada desert. During the landing the gear was wiped off by scrub brush, and the plane was dumped on its nose. Nothing was so difficult as calling Howard to report what had happened. His response was an airline pass to fly Neumann to Cleveland. They made enough money flying *Mike* to rebuild *Mr. Mulligan*.

The 1935 races were high drama for the Benny Howard-Harold Neumann team. Although United relented to let Howard enter the Bendix, their permission did not extend to pylon racing – that would have to be Neumann's department.

After Howard flew *Mr. Mulligan* to victory in the Bendix Transcontinental Race, the plane needed some work to be ready for the Thompson Race. Originally designed for high altitude flying, the engine had never been opened up at sea level. The Bendix Race finished at Cleveland on the opening day of the National Air Races, so the Howard crew had a week to get her ready – removing long range tanks, checking the engine, etc.



The 1935 Thompson Trophy winners' circle: Harold Neumann, Gloria Swanson, Thompson Products' Frederick Crawford, and Roscoe Turner. (Jim Borton Coll.)

In the event, however, the plane wasn't ready to qualify until ten o'clock on the day of the race. Neumann's plan was to fly a lap at reduced power – just to qualify. On the second lap he would open her up. Halfway around the first lap, however, he burned up some

pistons, and promptly landed. From then until the four o'clock race time the crew tore into the engine, replacing cylinders and pistons.

When the starter's flag dropped, and Neumann opened the throttle, the engine ran rougher than ever. Everyone else got off ahead of him, and Neumann even considered dropping out. Then his old stubborn streak took over, and he decided that the aircraft was *going* to fly, if only a test hop. Using the entire length of the field he finally got airborne, and began to experiment with power settings.

After two laps he'd found the combination that seemed to give the best speed and least vibration. Never in that race did he fully open it up. As the aircraft smoothed out, he began to move up and pass other ships. Eventually he came up behind Steve Wittman in second place in a Curtiss B-12 he had built himself. Neumann concluded that he must be doing something right, because Wittman had one of the fastest ships in the race. Both pilots knew Wittman's motor was hot, because coolant was blowing out and hitting the windscreen.

Engine failure was a frequent problem in that era. There was no fuel mixture that would hold down both the knock and the heat. Typically during fuelling, the Ethyl man would pour a few drops from his bottle into the gas to make instant high octane fuel. Usually it was the heat, however, that would force a pilot to throttle back, in order to save his engine. If he eased up too soon, he might lose position, but to do it too late could burn up a piston. Many times a racer hoped that the pilot following him would ease off, so he could also let up.

Neumann accepts the Greve Trophy for his 1935 win in *Mike*. (Jim Borton Collection)

Neumann figured he didn't have to pass Wittman, but merely crowd him, until he was forced to let up. Since engines were always a major concern, it wasn't long before Wittman did just that, so he could at least finish the race and place. Neumann passed him and moved into SECOND PLACE. Roscoe Turner, however, had a commanding lead, and Neumann thought, "Well, no use tryin' to catch *him*."

As it got close to the end of the race, however, Neumann rounded a pylon and saw Turner landing. Since he knew the race wasn't over, it didn't make sense. He hadn't seen all the smoke from Turner's engine, which had forced him out of the race. So Neumann continued to fly until he received the signal to land.

He landed a little fast, and then discovered the engine didn't want to slow down. One of Howard's bright ideas was a kill switch on the stick. When he pushed it, the engine stopped all right, but he couldn't restart it to taxi over to the pits. In front of all those spectators he was stranded in the middle of the field with a dead engine.

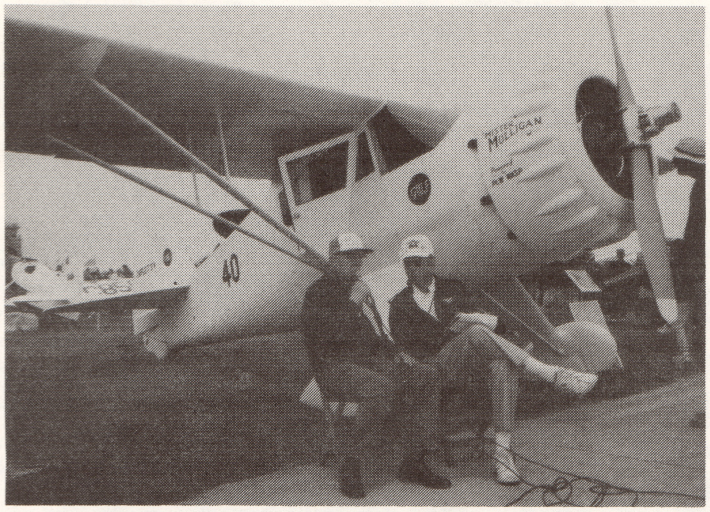
Only with the arrival of the official car did he learn that he had won the race. Then the airplane was attached to the car and towed to the stands – not a triumphant finish for a fast ship like that. But there was no denying that Neumann had won the Thompson, in addition to his having won his third Greve race in Howard's *Mike*. And Howard had won the Bendix.

"It was a Benny Howard - Harold Neumann year... It would not happen again in a lifetime."

Except for one last race at Los Angeles in 1936, Neumann gave up his high adventures and signed up with the airlines. But he never forgot his love for the old planes and the things he could do with them.

After his retirement in 1966, Neumann went looking for an old airplane. He found one, an old Monocoupe in 1967 in Ohio. He brought it to his home near Kansas City, restored it, "and I've been flying it ever since... sort of reliving my youth."

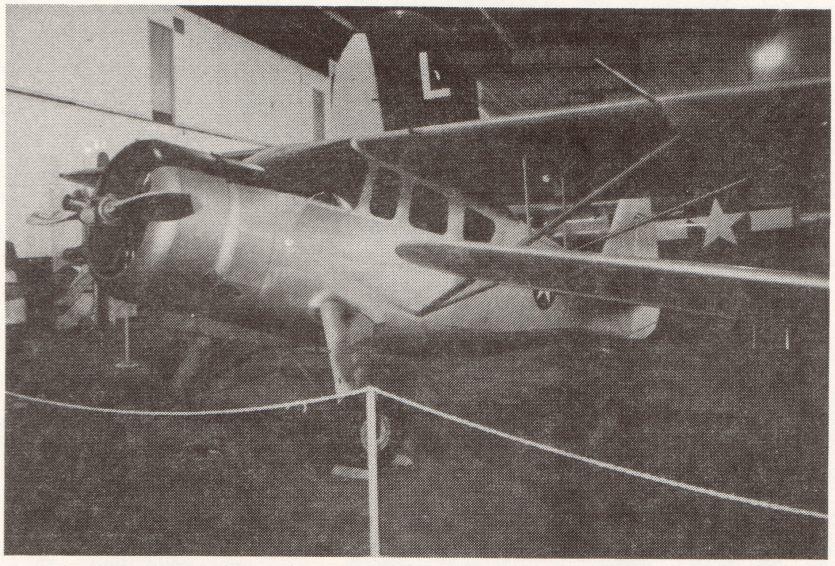
Neumann still gives talks around the nation on early-day stunt flying and air racing, including the 1991 EAA Convention at Oshkosh. He doesn't depict maneuvers with his hands like other pilots do during hangar talk sessions. He uses paper airplanes he makes instead, according to an acquaintance. It's one more of his methods of striving for perfection.



Harold Neumann (left) is interviewed in front of a replica of *Mr. Mulligan* at Oshkosh in 1991. (Author)

NOTE: The above article was based largely on a chapter from the book, A Season of Eagles *by Mr. Robert Hull, and an article by Mr. Richard Brennan, which appeared in the* Moline Daily Dispatch, *May 28, 1978, and is printed with the authors' permission.* A Season of Eagles, *and it's companion volume,* September Champions, *are very readable accounts of air racing, and are primarily told in the words of the participants themselves. Copies of both are still available from Bob Hull Books, 606 Crestview Drive, Bay Village, OH 44140.. - Editor.* ✪

YAF's Howard



Howard GH-1, Nightingale, on loan to the YAF from the USMC Air/Ground Museum. Based on his pre-war DGA ("Damn Good Airplane"), Howard produced a total of 280 GH series utility planes and 205 NH series instrument trainers for the U.S. Navy. Twenty civil Howard DGA-15 models, redesignated UC-70s, were impressed into the USAAC in 1942. (Author)

The YAF in the Media

The days are long gone when our own members referred to the YAF as "...the best-kept secret in Michigan." The YAF not only got regional, but also national exposure this summer. One example is the made-for-TV movie, "Citizen Cohn," which premiered on HBO in August. Although Roy Cohn was best known for his turbulent career as an attorney, our C-47 made a cameo appearance as the backdrop for a famous photo of Pvt. David Shine and then-Secretary of the Army Stevens.

As Chief Counsel to Senator Joseph McCarthy's Senate investigative committee, Cohn tried to use a cropped version of the photo to discredit Welch. *Yankee Doodle Dandy* was also in landing and taxiing scenes, and the YAF was included in the credits. At least one tape of the show was recorded by **Todd Hackbarth**.

The September issue of *AOPA Pilot* magazine features the YAF in an article by Lane E. Wallace entitled, "New Life for Old Warriors." Members quoted in the piece include Hackbarth, **Fred Lockwood**, **John Snider**, and **Bette Watson**. **Dick Bodycomb**, **Ambrose Connelly**, **Norm Ellickson** and **Grant Swartz** are also mentioned. Four color photos include the hangar, B-25, C-47 and PT-17. Eleven members were also pictured, including Ellickson and Lockwood changing a piston.

Regional notice came in connection with the Willow Run Air Show, July 4-5. WKBD Channel 50 ran a series of spots the week preceding the show which were filmed in the hangar and included **Ralph Gilpin** and **George Whitfield**. The July 6 *Detroit Free Press* ran a photo story on the show, which included the Argosy, B-25, C-47, and members **Ted Gibbons** and **Paul London**. ✪

Note: The above are just a few examples of YAF publicity which have come to our attention. Members are requested to alert the editor of any items they come across which mention the YAF. - Editor

Yankee WINGS

THE PHOTO SECTION

1935 NATIONAL A

These photos illustrate one facet of "The air racing. The National Air Races comma not only for the thrills of the races, bu improvements in the aircraft themselves. air-race historian Tim We

1.....Among Neumann's principal rivals in the Greve race were the Brown Specials. Pictured is the B-2, *Miss Los Angeles*. (Truman Weaver Collection)

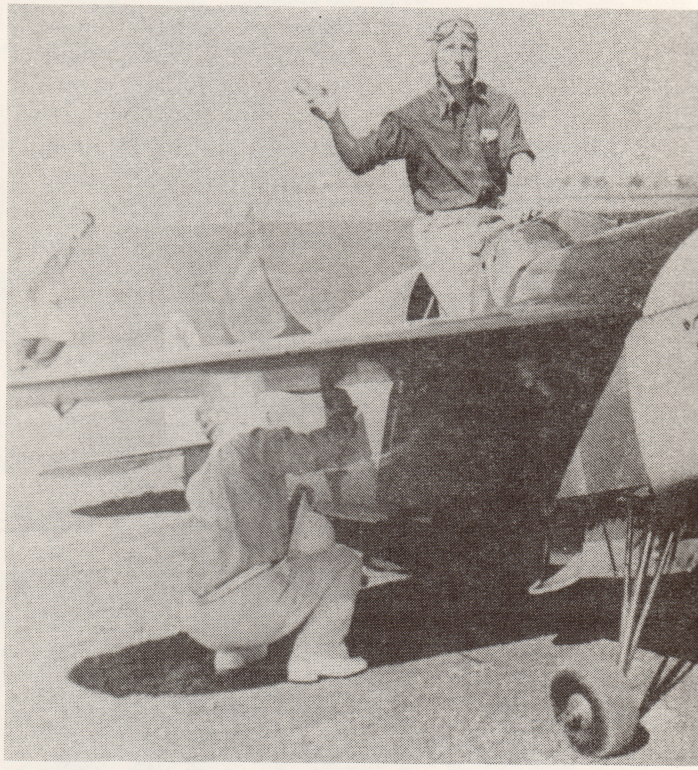
2.....Benny Howard's beautiful DGA-6, *Mr. Mulligan*, winner of the 1935 Bendix and Thompson Trophy races. Howard and wife, Maxine ("Mike"), were seriously injured when *Mr. Mulligan* crashed in New Mexico during the 1936 Bendix Race. The airplane was unrepairable. (Warren Bodie Collection)

3.....Neumann poses by the Folkerts' SK-2 racer named *Toots*, which he flew to three 1st place and two 2nd place finishes. (Truman Weaver Collection)

4.....Neumann and the Howard DGA-4, *Mike*, in which he won the 1935 Greve Trophy. (Truman Weaver Collection)

5.....Victory laurels adorn the front of the Folkerts' SK-2, *Toots*. (Truman Weaver Collection)

6.....Caudron C-460 in which the Frenchman Michael Detroyat won the 1936 Greve Trophy. Neumann placed 2nd in the race. (Don Wigton Collection)



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IR RACES

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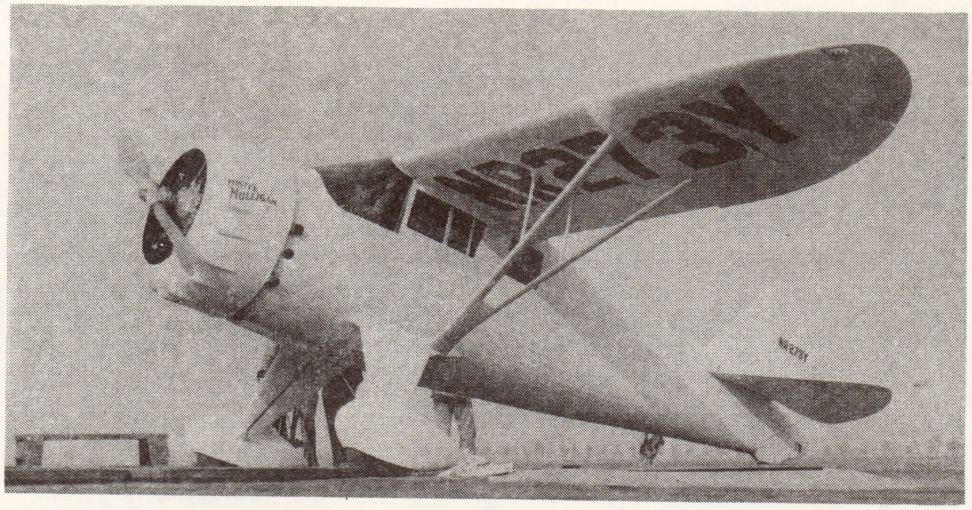

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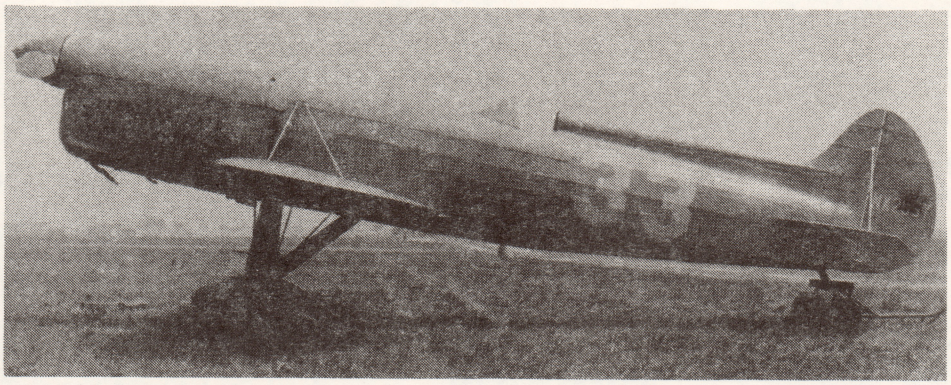

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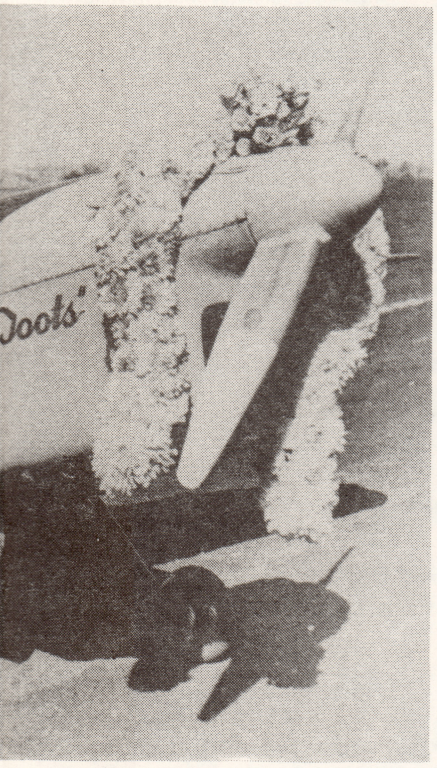

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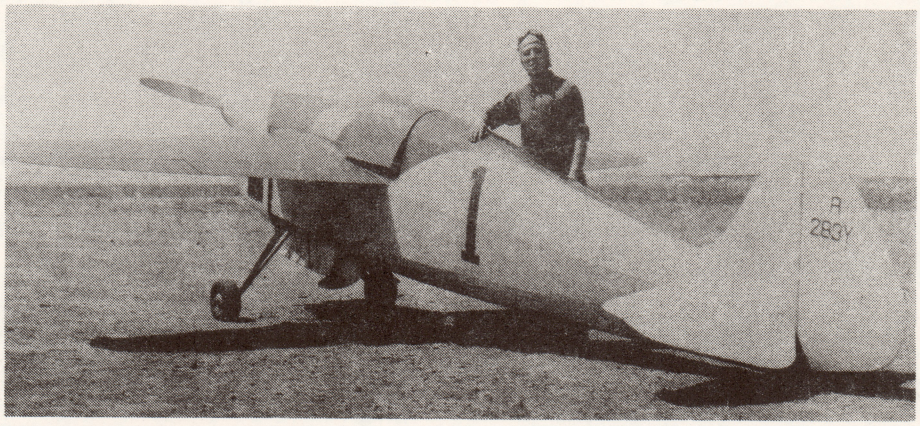

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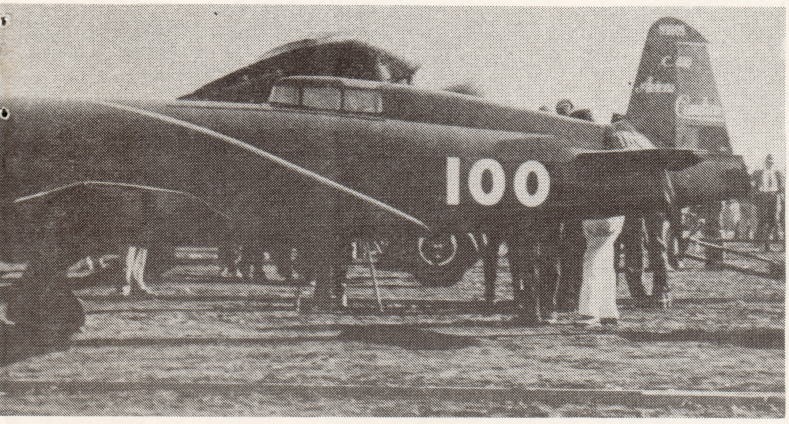
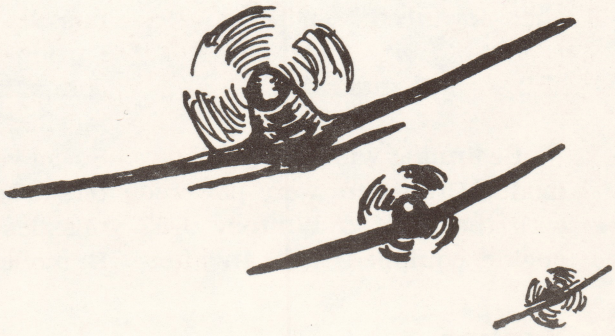


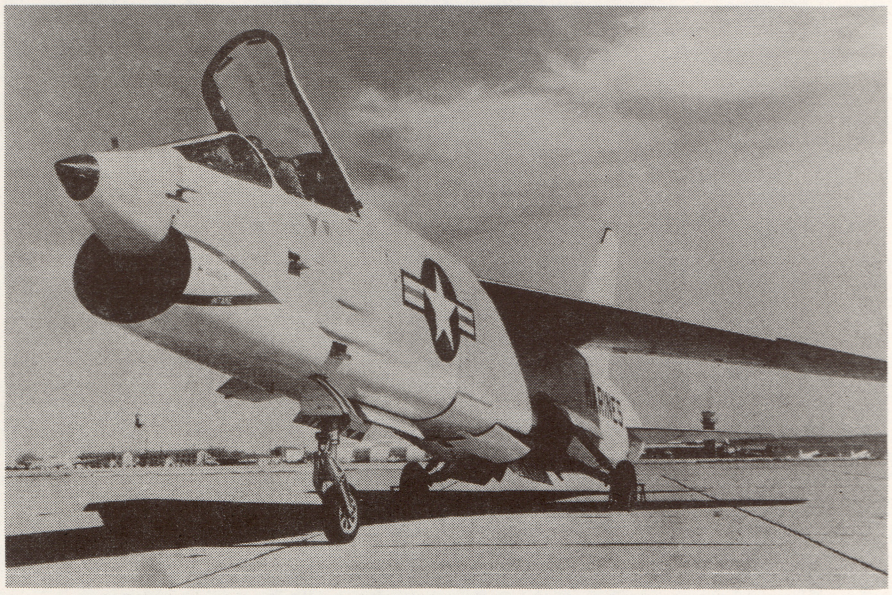


TALE SPINS

F-8 Crusader: A Champion!

by Jack B. Stankrauff

When Vought's XF-8U-1 prototype first flew at Edwards Air Force Base, California, on March 3, 1955, it became the first Navy fighter to exceed the speed of sound at level flight. This remarkable flight, lasting only 55 minutes, was flown by Vought's Chief Test Pilot, John Konrad. The Crusader also won the Collier Air Trophy for design and development, Certificate of Merit from the Bureau of Aeronautics, and the Thompson Trophy for topping the 1,000-mph mark.



F8U-1 in USMC markings (Chance-Vought)

Another First

Having the distinction of being the world's first aircraft to have variable-incidence (tilting) wings, the F-8's wings were tilted during aircraft carrier takeoffs and landings for greater safety. A hydraulic actuator moved the F-8's wings up or down seven degrees and dropped or raised the wing's leading and trailing edges allowing the pilot to make slower landing approaches or takeoffs. While not the world's most beautiful aircraft with its narrow fuselage, swept wings and gaping front air intake, the Crusader is recognized for its performance. The Crusader was delivered to the Navy beginning on March 25, 1957 - an impressively short time for a plane of such advanced design.

Remarkable

Beginning with the F-8A day model, Crusaders were powered with the Pratt & Whitney J-57 engine equipped with an afterburner. The Pratt & Whitney J-57-P4A engine with 16,000 pounds maximum afterburner thrust enabled the Crusader to fly at a top speed of over 1,100 mph. This model had a retractable launch tray of 32 2.75-inch air-to-air missiles with four 20-mm cannons. The reconnaissance model, the RF-8A, made a record non-stop transcontinental flight at an average speed of over 770 mph on July 16, 1957 piloted by Marine Major (later astronaut and U.S. Senator) John Glenn. The RF-8A also provided aerial photographs of the Russians removing their intercontinental ballistic missiles from Cuba in 1962. During that crisis, Crusader reconnaissance planes made regular flights over the island and Soviet vessels leaving Cuban waters to ascertain that the Russian missiles were being removed. The B model had a radar scanner added to its nose. The C model's thrust was boosted by 700 pounds resulting in a speed of 1,120 mph. By removing the rocket tray, the D model's fuel capacity was increased.

Most-produced was the E model with external ordnance added for ground attack. The F-8E could carry 5,000 pounds of varied weapons which included bombs, Sidewinder, Zuni and Bullpup missiles, in addition to four 20-mm cannons. An ApQ-94 radar for search and fire control made the E an all-weather fighter. Its Pratt & Whitney J57-P-20 engine produced a regular thrust of 10,700 pounds and a maximum speed of 1,120 mph at 40,000 feet with an operational ceiling of 58,000 feet. The E version's wing span was 35 feet, 2 inches; a length of 54 feet, 6 inches and a height of 15 feet, 9 inches. Fully

loaded, this plane weighed 34,000 pounds. Although the Crusader was a comparatively heavy aircraft, it was adaptable to the steam-powered catapults which replaced the earlier hydraulically-powered catapults. Following the Navy's September 1955 requirement that all its aircraft would have an aerial refueling capability, the Crusader's fuel probe was located to the left of the cockpit.

During the 1960's, many Crusaders were modified and modernized. Consequently, F-8Cs, Ds, and Es respectively became Ls, Ks, Hs, and Js.

Dubious Distinction

On July 16, 1959, the longest parachute descent ever recorded was made when Marine Lieutenant Colonel William H. Rankin ejected from his F-8 Crusader at 47,000 feet during a thunderstorm over North Carolina. Colonel Rankin's descent took 40 minutes because he was forced back upward by the storm's violent air currents. (Ordinarily, it takes about 11 minutes to descend in a parachute from that height!)

F-8E Crusader of Fighter Squadron 53 in flight over South Vietnam. (USN)

Vietnam

After North Vietnamese torpedo boats attacked the U.S. destroyer *Turner Joy* in the Gulf of Tonkin on August 2, 1964, Crusaders from carriers off the North Vietnamese coast attacked the torpedo boat bases and their fuel storage facilities three days later. Crusaders would later serve as fighters and bombers during that conflict and were credited with destroying 19 North Vietnam MiGs.

Retirement

By the time the very last F-8 was built in 1963, a total of 1,260 planes had rolled off the assembly line. The Crusader served in 36 Navy and Marine Corps squadrons. In March 1986 the Navy retired its last F-8 Crusader. This plane will be displayed in the Smithsonian Institution's Air & Space Museum in Washington, D.C. The first Crusader prototype flown in 1955 now resides in the Seattle Museum of Flight. ✪

Special Events Scheduled at Air Zoo

The Kalamazoo Aviation History Museum continues to sponsor speakers to commemorate the 50th anniversaries of important WWII events. In addition to the following events, the museum is looking for individuals who were participants in similar WWII actions, and who have insights to share. Since some events are tentative, it is recommended that you contact the museum at (616) 382-6555 to ensure that they will occur as announced.

October 25:	Commemoration of the Battle of Santa Cruz (October 26, 1942); Speaker George Metz and a special video.
November 8:	Commemoration of Operation Torch, the invasion of North Africa (November 8, 1942); Featuring speakers, participants and video.
October 3 - November 1:	The aviation art of Myrna Beneteau and Rich Herter will be on display.

✪

BOARD REPORT

Board Elects New Officers

Some new faces will appear on the National Board of Governors as a result of elections conducted in the July and August meetings of the Board. Director **Nancy Lockwood** was elected Corporate Treasurer, and members **William Bottle** and **Grant Swartz** were elected Corporate Secretary and Director respectively. After his election, Bottle announced the appointment of members **Barbara Sutton** and **Errol Keith** to the positions of Recording Secretary and Legal Advisor respectively. The Board is still seeking qualified volunteers to assist the Treasurer in the areas of accounting and bookkeeping. Interested persons should submit a brief note to the President.

The Corporate Secretary's position had been vacant since April, due to the inability of any candidate to garner a majority of votes. At the same time the Board accepted the resignation of Director **Harry Terpstra** due to job pressures and his long commute from Grand Rapids. Under YAF By-laws, it is the Board's responsibility to elect the Corporate Secretary and Treasurer, and to fill any vacancy occurring on the Board.

Lockwood has been serving as acting Treasurer since **Kathie Dallape** resigned in June because of illness. Although she had previously served in the position, she acknowledged the great help of member **Ty Winkle** in helping her to get acquainted with the office computer. President **Joe Oberlee** offered, on behalf of the Board, "a great deal of thanks and praise" to Lockwood for stepping in and taking on the duties under some difficult circumstances, and the audience concurred with hearty applause.

Museum Acquisitions

Oberlee announced that the Aircraft Acquisition Committee had been reorganized under the chairmanship of **Ralph Gilpin**. Members will include **William Bottle**, Directors **Lee Bassett** and **Ray Hunter**, MMD Council Chairman **Dennis Garner**, NED member **Robert Fenner**, and Willow Run members **Hank** and **Al Dallape**. In addition to investigating and advising the Board of potential aircraft acquisitions, the committee will be responsible for reports to the Air Force Museum and other agencies which have aircraft loaned to the YAF, and the handling of reports and correspondence to/from various aviation disposal agencies for all YAF divisions.

The Board took the following actions regarding other acquisitions:

• Accepted a donation of $25,000 from members **Lee Koepke** and **Norm Ellickson**, as directors of the former Detroit Institute of Aeronautics. The donors requested it be apportioned between the B-17, B-25, the museum and the library.

• Accepted a donation of strobe lights with an estimated value of $5,000 for the B-25, from Sun-Light Products, Incorporated of Logansport, IN. The company also provided two employees to help in the installation. (See more details in Restoration News, page 23)

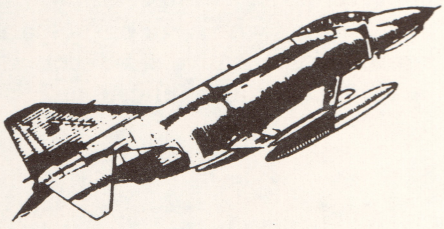
• Accepted a Lincoln electric power welder and AC generator, with an estimated value of $1,900.

• Authorized the purchase of a portable generator, costing $1,350, principally for use with the dog tag machine, however it would also be available for other uses.

• It was reported that the YAF is negotiating with the Tuskegee Airmen for the loan of a Ryan PT-17 trainer for static display. The aircraft in question was actually flown at the Tuskegee Air Corps School in 1942-43, hence it is a significant aircraft.

• The YAF has requested two aircraft which were made available through Federal Surplus: a Russian Antonov AN-2 "Colt" biwing utility aircraft, and a Cessna 0-2A "Bird Dog." The AN-2 was pre-empted by another Department of Defense agency.

• Also discussed was the proposed retrieval of a McDonnell-Douglas F-4C Phantom II, without engines, which was declared surplus at Shaw AFB in South Carolina. It was estimated that it could be transported to Willow Run for about $3,000. An F-4 would be a significant addition to the YAM's collection, because of its employment by the Michigan Air National Guard. The YAF has previously declined F-4 aircraft in Texas because of high recovery costs. The Board authorized a detailed investigation into getting this aircraft.



• Plans to recover a Republic F-84F from a city park in Meunster, TX for static restoration by the Mid-Michigan Division are progressing, as are arrangements to use another F-84 at

Rickenbacker AFB, OH, for parts.

• Finally it was reported, in the spirit of *glasnost*, that several examples of Russian military aircraft, including a Tu-16 "Badger," twin-engine, medium bomber/reconnaissance aircraft, and a Tu-95 "Bear," four-engine, long-range, maritime reconnaissance aircraft are available through an aircraft broker in Moscow.

Miscellaneous Reports

Financial reports indicated that *Yankee Lady's* No. 1 engine, which was sent to JRS Enterprises in Minneapolis for overhaul, has been paid in full, and is in transit back to Willow Run. The total cost was $23,591.05. This expenditure had been included in an earlier proposal to obtain a bank loan for $100,000 for upcoming major expenses, which include $45,000 for construction of the NED hangar, and $30,000 for a "balloon" payment on the B-17 loan in November. Negotiations for this loan are continuing, however if it is granted, the funds will probably be reallocated to include hangar roof repairs.

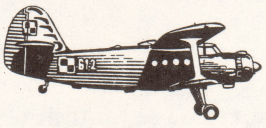
Roof repairs: Of continuing concern had been the need for major repairs to the hangar roof. Two quotes to repair the roof on the east side were received, for approximately $14,000 and $17,000. The Board agreed to proceed with one of the bidders as soon as financing can be arranged.

Retail Manager **Louise Greenwald** made a special report on knowledge gained from a meeting in Indianapolis this spring of the Museum Stores Association, which she attended with **Barbara Sutton**.

Ralph Gilpin reported on proceedings of a conference which he attended in June with MMD Council Member **Robert McKay**. The Aviation Museums Sub-committee of the International Association of Transportation Museums met at the Air Force Museum in Dayton to discuss the recovery, preservation, restoration and exhibition of aircraft from remote or otherwise difficult places. Reports included recoveries from fresh water lakes as well as from the Zuider Zee in Holland. Some of these accounts may be reproduced in a future issue of *Yankee Wings*.

Another subject listed opportunities under the USAFM loan program resulting from recent base closings, including 16 airframes available immediately. The YAF requested two missiles carried by B-52s: an ADM-20 "Quail" electronic decoy, and a Hound Dog stand-off weapon. If successful, the NED has agreed to pick them up from Loring AFB, Maine, and store them until they can be transferred to Willow Run. Gilpin also noted that he has been invited to help arrange a panel discussion on operating a volunteer museum, to be given at the 1993 symposium of aviation museums at the National Air & Space Museum.

It was also reported that a new public address system will be installed in the hangar meeting room (the "dog house"), and that the Director of Flight Operations, **Don Harner**, will help create a Yankee Air Force light plane operations manual to govern the operation of YAF liaison aircraft.



Note: A discussion of the Federal Government's Americans with Disabilities Act and its effect on the YAF was presented at a previous Board meeting, and is the subject of a separate article on page 18. -Editor. ✪

Hughes "Spruce Goose" Will Move

Howard Hughes' giant flying boat, the HK-1 *Hercules*, will make its longest journey ever, this time to Oregon, where it will become the focus of a new AirVenture Museum being formed in the Portland suburb of McMinnville. The 320 foot span, eight-engine, HK-1 was built almost entirely of plywood, hence its unofficial, and more popular nickname, the "Spruce Goose."

Completed too late for WWII, and with $22 million of Hughes' own money, it made a single one-mile flight, at a maximum altitude of 70 feet, on November 2, 1947, with Hughes himself at the controls. Then, because of adverse publicity, and Hughes' idiosyncrasies, the aircraft was stored out of public's view until after Hughes' death. It was acquired by the Aero Club of Southern California in 1981, and subsequently leased to the Walt Disney Company, which put it on exhibit in Long Beach. What will probably be its final trip will be made by barge after its wings and tail are removed.

The AirVenture Museum is being formed by Delford M. Smith, the founder of Evergreen International Aviation. It won out over two other contenders, because Evergreen is in the aircraft business, the HK-1 will be kept on Evergreen property, and Smith currently maintains a collection of historic aircraft and restoration capability. Evergreen has no plans, however, to taxi or fly the plane. ✪

The Americans With Disabilities Act

The Americans With Disabilities Act (hereinafter referred to as "the Act") was passed by the U.S. Congress and signed into law by President Bush on July 26,1991. This law will affect to some degree nearly every business and institution in the United States, and the Yankee Air Force is among them. Former Corporate Secretary **Ralph Gilpin** went through its provisions to discern just how the YAF is affected, and presented his findings in April to the Executive Committee and to the Board of Governors.

It is apparant that the Act will affect every division of the YAF under Title III – Public Accommodations, and specifically under Category H: "a museum, library, gallery, or similar place of public display or collection." It became effective for the YAF on January 26, 1992. The Act defines discrimmination as:

• Denying the opportunity to participate in, or benefit from, an opportunity.

• Affording an opportunity that is not equal to that afforded others.

• Providing an opportunity that is less effective than that afforded others.

• Providing an opportunity that is different or separate, unless such separateness is necessary to provide an opportunity that is as effective as that provided to others.

Broadly speaking, any barrier, obstacle or impediment to equal access for a disabled person vis-a-vis a non-disabled person, must be removed. It *requires* removal of architectural and/or structural barriers in the hangar where that can be readily achieved, i.e., accomplished without much difficulty or expense. Rebuilding the hangar is not required *unless* new construction permits are issued after January 26, 1992, in which case the modification (e.g. the new security office) must comply fully. In our case, rebuilding cannot be feasibly done, so alternate remedies to prevent discrimination are required. Some examples of alternate remedies could be:

• A representative duplication of everything on the first floor that is on the second floor.

• Braille and/or large-print signs or live interpreters at each exhibit to aid the sight-impaired.

• Tape-radios or sign language interpreters at each exhibit as required to aid the hearing-impaired.

• Building mock-ups (of cockpits, crew areas) that are accessible to the disabled.

• Any interactive (hands on) display must be modified for accessibility (e.g., the video-game cockpit).

• Any TV display must have a "Q" captioning accessory available on it.

• Glass cases must be arranged so a wheelchair-bound person can see (or touch, if others are allowed to) all the items therein.

A Plan for YAF Compliance

Although the Act will also affect the other Divisions, the following plan was recommended for the hangar at Willow Run. Some of its provisions could also apply to public facilities maintained by the Divisions. The estimated costs for each item are shown in parentheses, with a total cost of $41,000.

1. An elevator to the second floor, since meaningful duplication is not practical. ($12,000)

2. A women's rest room on the first floor with six stalls, one of which is to be wide design, and one narrow. ($25,000)

3. Rebuild the men's rest room on the first floor to adequate accessibility standards. ($4,000)

4. There must be an "area of rescue assistance," where people unable to use the stairs may await assistance during an emergency evacuation, provided on the second floor. Two areas are desirable: at the north and south ends. (minimal)

5. Installation of a public telephone, preferably of the "TDD" variety, on the second floor. ($300)

6. Better arrangement of the cockpit displays, especially the two which have an electric hook-up. One possibility is to move the tri-motor to Building 2006 and use the "garage stall" for the cockpits/Link trainer. ($200)

The plan's total cost may turn out to be significantly higher, because of rising costs and the time required to plan and finance each part. This begs the question: "What if we can't/don't comply?" Gilpin noted, "The government's priorities are initially aimed at entry access (for which we basically comply); access to displays (which is the elevator problem); access to rest rooms (where we

fail); and barrier removal (in which we essentially comply). If we show reasonable effort in dealing with the second and third priorities, we are not likely to be bothered by the government. Harassment suits by aggrieved individuals, however, are likely to occur, reasonable efforts notwithstanding. The library is presently closed to the public except by invitation. It should remain that way, unless a second elevator is installed on the east side.

Further discussion included the subject of erecting a new and separate building to house the museum. Such a recommendation has previously been made by the Wayne County Airport Director, because the hangar was never designed (and lacks adequate facilities) for large public gatherings, and is far from fire proof. As shocking as the idea may sound, the numbers may not be so far off target.

The roof repairs discussed by the Board (see page 16) are a stopgap measure, representing the minimum required to water-proof the east side, where leaks have created a water-damage problem for the library and other rooms. When a similar condition occurred over the museum in 1985, the west side was done for $12,500, which did not include an aluminum coating. "Ball park" estimates for doing the entire roof correctly have approached the $50,000-range. Add to this the $41,500 (or more) for handicapped access, and it approaches the cost of the Mechanics School, which was reportedly built for $100,000. In light of these figures, the erection of a new building to house a public museum and static aircraft collection may well be the most economical move to make. Then the present hangar would be retained as a static restoration facility and maintenance base for flyable aircraft, accessible to members only, and thus exempt from the Act. ✪

Lockheed "Skunk Works" Kicks Off USAFM Speaker Series

Mr. Ben R. Rich will present an insider's view of Lockheed Aircraft's "Skunk Works" from 1954 to 1991 to open the 1992-93 Guest Lecture Series at the U.S. Air Force Museum on Tuesday, September 22. Some of the great aircraft born at the Skunk Works were the F-104, U-2, SR-71 Blackbird, and the F-117A Stealth aircraft. Other presentations and dates include the following:

Wednesday, October 21 - Col. C.E. "Bud" Anderson, USAF (Ret.), a triple-ace in 357th FG, WWII; "To Fly and Fight"

Thursday, November 19 - Mr. A.M. "Tex" Johnston, a test pilot who rolled a Boeing 707, will cover "The Technical Breakthrough Airplanes"

Tuesday, January 19 - Mr. Louis Zamperini; "Devil at My Heels". Speaker was participant in the 1936 Olympics, and tore down Hitler's swastika; as USAAF pilot, he survived attacks by zeros, two plane crashes, 47 days in a raft fighting sharks and strafings, and 2-1/2 years as a POW in Japan.

Wednesday, February 17 - Mr. Bill Dana, Chief Pilot at NASA's Ames Dryden Flight Research Center, on "A History of the X-15"

Thursday, March 18 - Col. Charles DeBellevue, USAF, a backseater with 6 kills; "The Air War in North Vietnam"

All lectures are free and open to the public in the USAFM's 500-seat Carney Auditorium. Museum doors and gift shop open at 6:30 PM, and the lectures begin at 7:30.

The Museum will also show classic aviation films in the same auditorium. Doors open at 7:00 PM, and the show begins at 7:30. Fresh popcorn and other refreshments are available, and there is a 50-cent donation collected to defray film-leasing costs. The film schedule is in the box below.

USAFM Aviation Classic Film Series

Tuesday, October 6.....*X-15*

Wednesday, November 4..... *Decision Against Time* (Test pilot saves a troubled aircraft)

Tuesday, January 12..... *Wings of Eagles* (LCDR "Spig" Wead, USN and evolution of "Jeep" carriers)

Wednesday, February 10.... *God is my Co-Pilot* (Robert Scott and Flying Tigers)

Thursday, March 4..... *The Purple Plain* (Mosquito pilot)

MEMBERSHIP REPORT

by Charlie Lingenfelter

Please welcome the following 58 new members to the Yankee Air Force, and help introduce them to our projects and goals.

Willow Run: #4062 **Robert P. Fox**, #4063 **Mike Dietrich**, #4064 **Michael R. Wisniewski**, #4065 **Paul I. Davis**, #4066 **Philip J. Bogater**, #4067 **Brian Cuddington**, #4068 **Robert A. Erickson**, #4069 **Erwin L. Schultze Jr.**, #4070 **Bryan Johnson**, #4071 **Del Johnston**, #4072 **Christopher Scanlan**, #4073 **Gordon Gilchrist**, #4074 **Thomas R. Venn**, #4075 **Paul F. Townsend**, #4076 **Gerald Lange**, #4077 **Robert L. Hauser**, #4078 **Hardy L. Richardson**, #4080 **Akira Yasui**, #4081 **Aaron M. Ryal**, #4082 **Michael Ruby**, #4083 **Floyd T. Cook**, #4084 **Charles R. Jackson**, #4085 **Richard J. Forsman**, #4089 **Mac Domke**, #4093 **Mike Blascyk**, #4095 **Hason K. Reed**, #4100 **Laura Ann Sorek**, #4101 **James E. Frazee**, #4102 **Mark Wittington**, #4103 **Robert Willoughby**, #4104 **James E. Radke**, #4105 **Christopher Hott**, #4106 **Kenny Anderson**, #4107 **Lambert C. Huneault**, #4109 **Robert J. Blodgett**, #4110 **Berilyn H. Blodgett**, #4111 **Steven D. Darga**, #4112 **Jeanne R. Rivers**, #4115 **Richard A. Lavanture**, #4116 **Richard E. Lavanture**, #4117 **Vincent F. Quaglia**, #4118 **Peter Zline** and #4119 **Clayton T. Alexander**.

Mid-Michigan: #4086 **Tina M. Rager**, #4087 **Sherman L. Rager**, #4088 **Tanya M. Rager**, #4090 **Robert J. Hite**, #4091 **Carl Hingst**, #4092 **Kristin Hingst** and #4108 **Merlin McClellan**.

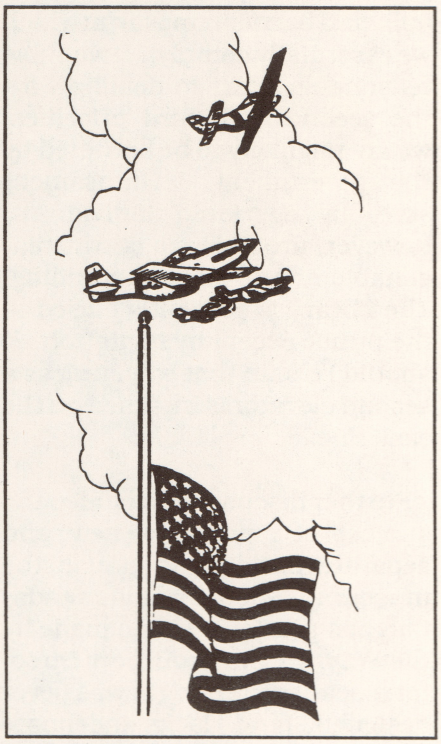
Northeast: #4094 **Joseph M. Lambert**, #4096 **Andrew J. Bencsko**, #4097 **Henry Busch Sr.**, #4098 **Joseph E. Grob, Jr.** and #4099 **Brian M. P. Grob**.

Saginaw Valley: #4113 **John Endean** and #4114 **John E. Pegg**.

Wisonsin/Illinois: #4079 **Marvin A. Speer**.

ATTENTION

Included in this issue of *Yankee Wings* is a copy of the Yankee Air Force Membership Application Form. Please remove it from the publication for use in enlisting a new member. And remember: a YAF membership makes a great gift for a family member, relative or friend. ✪



In Memory...

Senior Life Member
Walter Tesluk Jr.
YAF #1610 WR
Mr. Tesluk passed away on August 19, 1992. He had been a member since December 1983.

✪

1993 Valentine Dance

The 1993 Annual Valentine Dinner-Dance is scheduled for Saturday, February 20, 1993, at UAW Hall #775 at 48055 Michigan Avenue in Canton, MI. Doors will open at 6:30 PM with dinner scheduled to begin at 7:30. Dancing will follow to music by Dale Williams. Tickets will be available at the gift shop for $25.00 per person. Questions or additional information may be obtained by calling the hangar at (313) 483-4030 or **Nancy Lockwood** at (313) 482-4120. ✪

Year-End Reports

The January/February issue of *Yankee Wings* will feature 1992 annual reports, which will be similar in content to those run for the last three years. The editor will soon request reports from the same national/divisional officers as before. Any material which was prepared for Founders' Day should be helpful in assembling the 1992 reports. -Editor ✪

YANKEE AIR FORCE, INC.
YANKEE AIR MUSEUM

For Division Use ↓↓↓

NATIONAL HEADQUARTERS
P.O.BOX 590
BELLEVILLE, MI 48112-0590

(313) 483-4140 Membership
(313) 483-4030 Museum

For Headquarters Use ↓↓↓

COMPUTER CHECK LIST

Ck. _____ Amt. $_____ R/Date_____

W/R $_____ Div. $_____

Mbr. Master List _____

The Yankee Air Force is an all volunteer, non-profit organization, dedicated to the preservation of aviation history and the restoration of vintage aircraft.

MEMBERSHIP APPLICATION FORM

MINIMUM AGE (18)
(Except Junior Member)

Please Print or Type

Name _____ Home Phone ( ) _____

(Badge Name) _____
Proper first name or shortened version only.

Office Phone ( ) _____

Mailing Address _____

_____ Date Of Birth _____
City State Zip

Occupation _____ Retired: ☐ YES ☐ NO

Employer _____

Sponsored by _____ (Member name and number)
(Not required for membership)

Division - ☐ Willow Run Belleville, MI ☐ North East Sussex, NJ ☐ Mid-Michigan Lapeer, MI ☐ Wisconsin/Illinois Janesville, WI ☐ Saginaw Valley Saginaw, MI

Type of membership requested: (check one)

- ☐ **General - $45** ($35 dues, $10 initiation fee)
- ☐ **Associate - $35** ($25 dues, $10 initiation fee)
- ☐ **Lifetime** (one time dues $500)
- ☐ **Senior Lifetime** (60 Years or Older) (one time dues, $250)
- ☐ **Junior (under 18) - $12 dues** (Must be sponsored by relative or legal guardian) Sponsor: _____
- ☐ **Corporate** (annual dues $500)

☐ VISA ☐ MasterCard Signature _____

Account Number ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐ Exp. Date _____

Total amount enclosed: $_____ U.S. Funds only

I understand that my name, address and telephone numbers may be given to Yankee Air Force Members. (For Yankee Air Force Business only)

Applicant's Signature _____ Date _____

All donations are tax deductible as provided in U.S. tax law.
Membership is subject to Membership Committee approval.

For Headquarters Use ↓↓↓

MBR. NBR. _____
MBR. CRD. _____
DEP. LOG _____
T/U LTR (DIV) _____
LIST _____
BLUE BOOK _____
BROWN BOOK _____
NAME BDG. LIST _____

REVISED JANUARY 1, 1992 (CHL)

Please fill out other side of form.

Check the activities below which you are willing to participate in:

(Please number in order of preference)

__ Aircraft Recovery / Restoration
__ Flight Operations (Pilots / Mechanics)
__ Gift Shop (Sales & Cashiers)
__ Museum Tour Guides
__ Museum Display / Development
__ Hangar Restoration / Operation
__ Publications
__ Special Events
__ Secretarial / Word Processing
__ Cook / Kitchen Help
__ Programs (Membership Meetings)
__ Public Relations / Publicity
__ Accounting
__ Membership Staff
__ Fund Raising
__ Security / Fire Prevention / Safety
__ Library Staff
__ Housekeeping / Janitorial
__ Grounds Keeper

Would you be willing to volunteer your services in areas other than indicated above? ☐ Yes ☐ No

Please list any special expertise you have or contacts which might be beneficial to the location, restoration, or flying of vintage aircraft; restoration and maintenance of buildings or hangars; administrative, legal, engineering, publicity, etc._____

_____

_____

_____

How did you first learn about the Yankee Air Force?_____

The following information is optional:

Are you a pilot?_____ Total Flying Hours_____

What types of aircraft have you flown ?_____

_____

Ratings_____

Are you a certified mechanic?_____ Rating_____

What aircraft, engine, or instrument types have you worked on? _____

_____

_____

_____

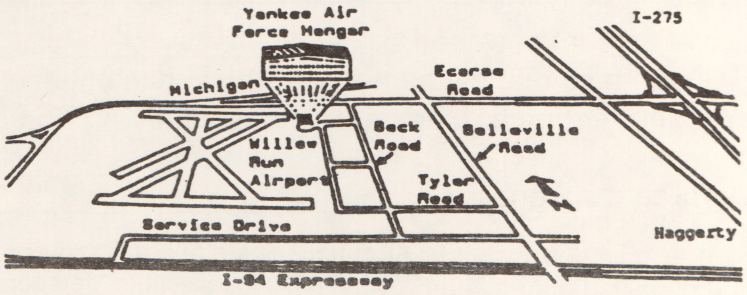
Comments or additional information you would like to submit:_____

_____

_____

YAF HEADQUARTERS -
WILLOW RUN AIRPORT

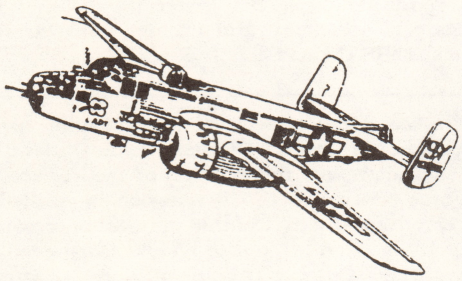
Take I-94 to Belleville Road exit, North to Tyler Road, west to Beck Road, turn right and enter through second gate on your left. Or take I-275 to exit 20 - Ecorse Road. Take Ecorse Road west to Beck, proceed south to first gate on your right.



RESTORATION NEWS

"GUNS & TIRES" for *Yankee Warrior*

At the July Board meeting Crew Chief **Ambrose Connelly** explained the proposal to configure the B-25 with strobe lights which simulate the firing of machine guns. He recommended a total of four lights be installed (two in the nose, and one in each side pack). The lights will simulate muzzle flashes at the firing rate of a .50 calibre machine gun, and can easily be seen from the ground on low-level passes. Lights and the technical assistance in their installation were donated by Sun-Light Products, Inc. of Logansport, IN, and were demonstrated to the public at Oshkosh.



New replacement tires for B-25 aircraft are no longer available anywhere in the world. With the number of B-25s still flying, Carl Scholl of Aero Trader ordered a lot of 150 tires, which were custom-molded by B.F. Goodrich from a mold made in Brazil. The Board authorized the purchase of four of these at a piece cost of $1,590, or $6,360 for the lot.

It was announced that Connelly had qualified as co-pilot on the bomber. It was also announced that approximately 1,200 gallons of aviation fuel remain in the YAF fuel account at Skybolt Aviation at Flint's Bishop Airport. This credit was part of a settlement negotiated in a law suit, and is solely for use by YAF aircraft (currently the B-25 and C-47).

NED Loses Bid for Helicopter

As reported in the July issue of *The Yankee Clipper*, the Northeast Division had applied to the U.S. Government's General Services Administration for the acquisition of two helicopters up for disposal at the Picatinny Arsenal. Unfortunately for the YAF, other agencies higher on the "pecking order" for surplus government equipment claimed both aircraft. As compensation, the NED was offered a T-37A, formerly used as a NASA chase plane, and available in Virginia. Although it would make a fine static display, the retrieval costs would divert money badly needed for their new building. A decision was still pending as we went to press.

The NED's L-2 accumulated 7.6 flight hours in June/July, and received some minor repairs. **Pete Vajsabel** repaired a carburetor fuel leak, and a hole in the exhaust manifold was temporarily welded until the manifold can be rebuilt. A custom-made propeller cover was donated by two members.

The Pembroke is apparently no closer to flying, because of continued problems with its paperwork, and the more pressing concerns of NED's quest for a new home and the air show season. Nevertheless, in late May a crew trekked across the field to survey the aircraft and perform light housekeeping. They cut the high grass, eliminated wasps' nests, inflated the tires, and checked fluid levels and other systems. For the time the airplane has been inactive, a surprisingly few "squawks" were noted, and these will be corrected as time permits. (From reports by **Cornell Schultz** and **Dennis Golderer**.)

B-57 Recovery Complete

The Martin B-57, which the YAF acquired from the Michigan Air National Guard at Battle Creek, has been completely retrieved, and is awaiting reassembly and installation on a pylon. The proposed location is still under consideration.

Several years ago the YAF investigated the feasibility of retrieving one or more of a group of two B-57s and two and a half Boeing B-29s from the Aberdeen Proving Ground in Maryland. After the estimated costs were considered, the project was deemed beyond the available resources and abandoned. NED member **Otto K. Mueller** recently sent a news item which described efforts to successfully move the B-57s, less engines, under a Pennsylvania Air National Guard Chinook helicopter. Their final destination was the new Glenn L. Martin Aviation Museum in Middle River, a scant half-mile from the Martin Marietta plane. At least one of the B-29s now resides in the Museum of Aviation at Warner-Robins AFB, Georgia. ✪

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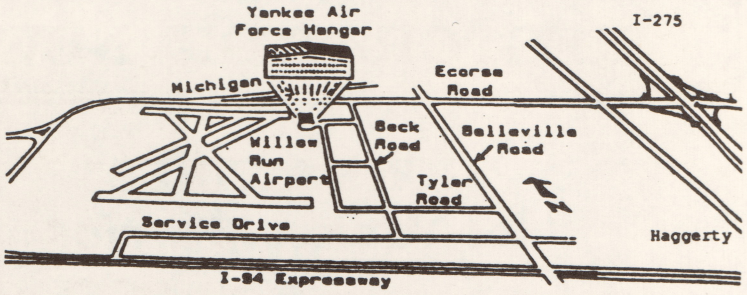

CALENDAR

I. Standing Monthly Meetings:

1st Wed	Hq. Div. General Membership (WR)
- - -	Membership Staff (Tues following WR General Membership)
2nd Tue	Saginaw Valley Div. General Membership (SV)
2nd Tue	WI/IL Stateline Div. General Membership (WI/IL)
2nd Wed	Mid-Michigan Div. General Membership (MMD)
2nd Wed	B-17 Restoration Crew (WR)
2nd Sat	Security Committee - 10:00 am (WR)
2nd Sat	Static Aircraft Restoration Crews - 2:00 pm (WR)
3rd Tue	Saginaw Valley Div. Council (SV)
3rd Wed	National Board of Governors (WR)
3rd Wed	Northeast Div. General Membership - 7:00 pm (NED)
4th Tue	WI/IL Stateline Div. Council - 7:00 pm (WI/IL)
4th Wed	Northeast Div. Council (NED)
4th Wed	Mid-Michigan Div. Council (MMD)

II. Future Events:

Feb. 20	Annual Valentine Dinner-Dance, 6:30 pm (WR)*

III. Notes:

- An entry marked with an asterisk (*) indicates more information may be found elsewhere in this issue.
- All meetings listed above are open to all YAF members.
- All meetings begin at 7:30pm, unless otherwise noted.
- Any additions or corrections to the calendar should be submitted to Jim Hanford, Tel. (313) 562-3283, by the copy deadline shown on this page.

President.....Joe Oberlee
Editor.....Jim Hanford
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Staff.....Todd Hackbarth, Charlie Lingenfelter, Dennis Norton, Robert Pauley, Harold Sherman, Jack Stankrauff.
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YANKEE AIR FORCE
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